

Freighting

SLOW BUT SURE

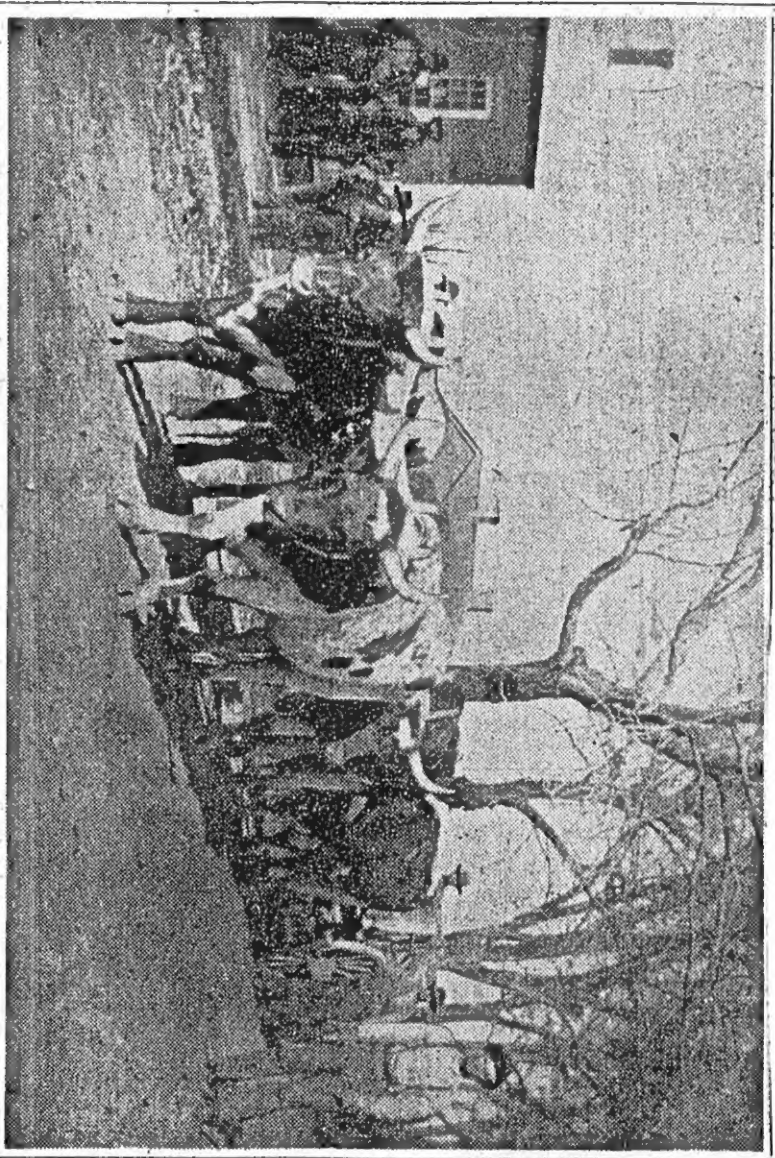
Fast Freight, '70s Style

Nowadays, people complain if the law slows them down to 50 miles an hour. They just don't appreciate what progress has brought to them. Should have been around some 70 years ago. Then they would have some gratitude for their blessings.

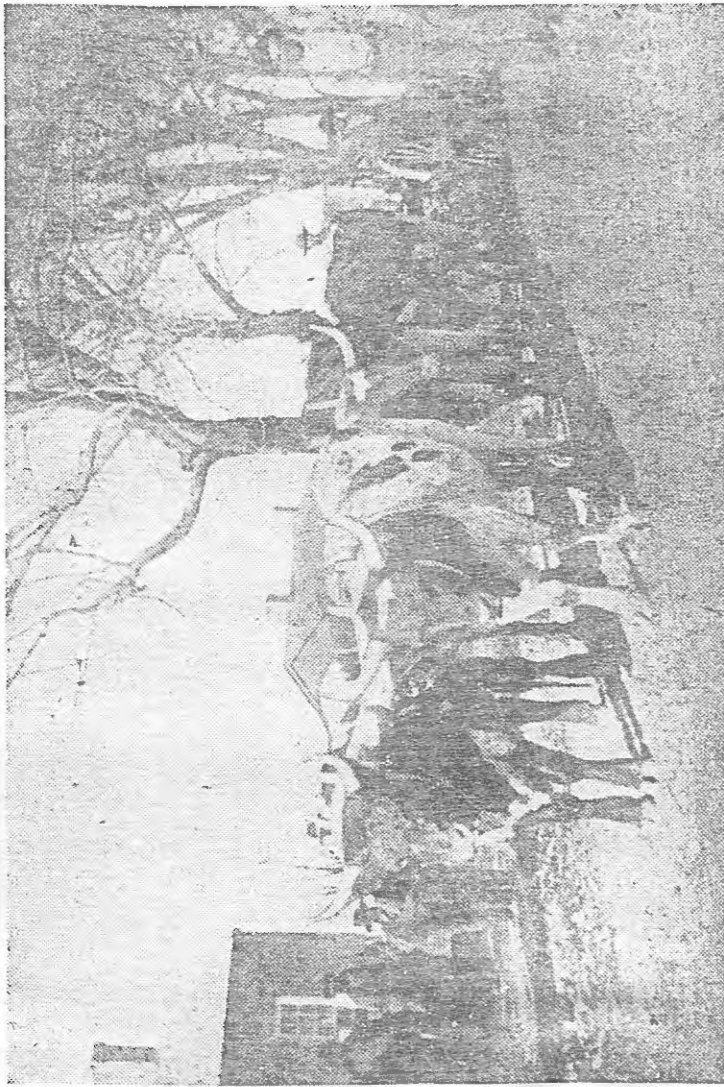
This old picture represents three yoke, or six head of oxen, going to work. It came to the centennial editors from St. George, and was submitted by Mrs. Wallace Miles of that city.

The picture was given to Mrs. Miles by Mrs. C. J. Arthur, wife of one of the drivers. She thinks it was taken in the early '70s.

The drivers and the oxen, according to Mrs. Miles, were on the way to Trumbull. They were engaged in hauling timber for the construction of the St. George temple. The drivers of the oxen, owned by the Coal Creek Lumber Co., were: Cornelius Bladen, C. J. Arthur, and B. Nelson. Included in the group by the Harn farm house are: B. Nelson and John Hunter. The photo was taken by "Jim Booth.

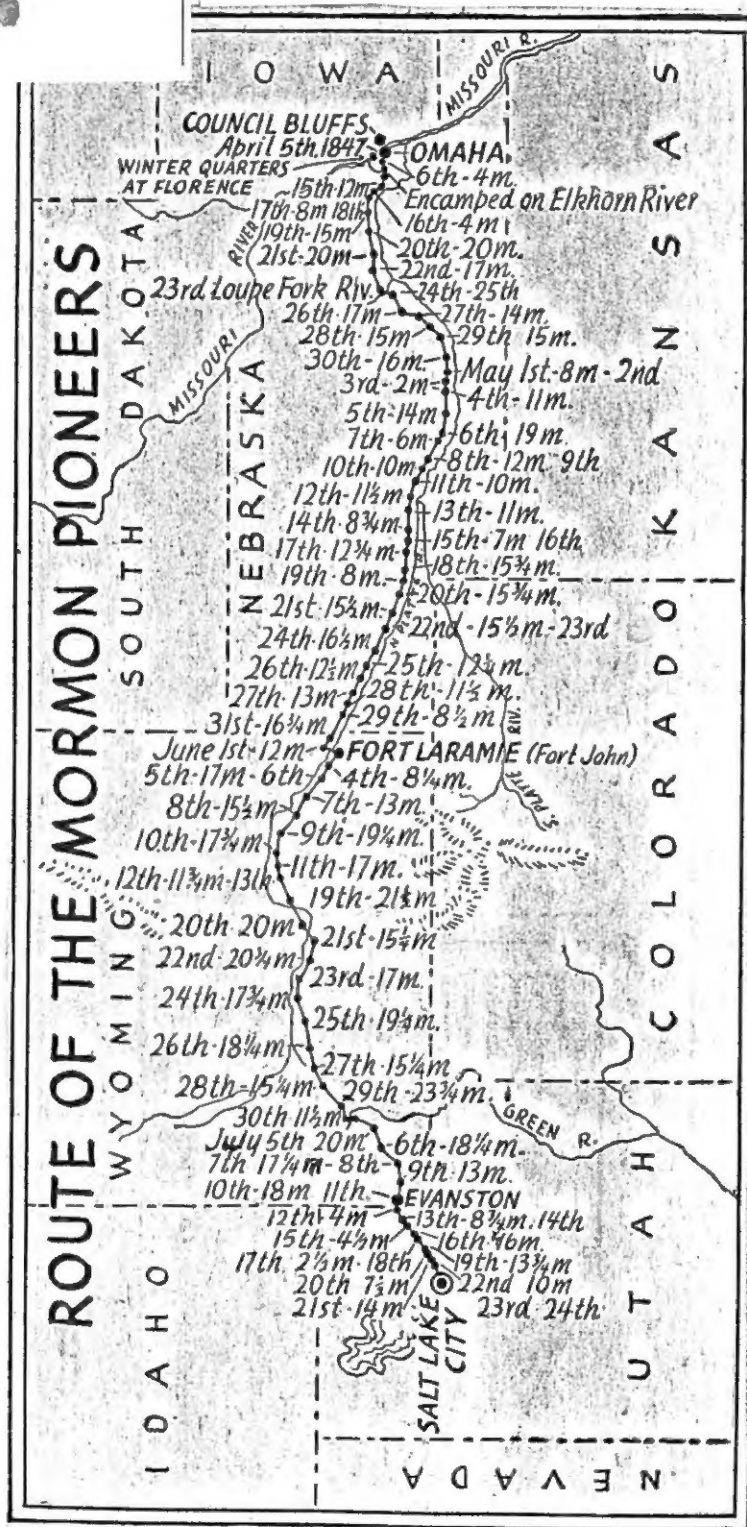


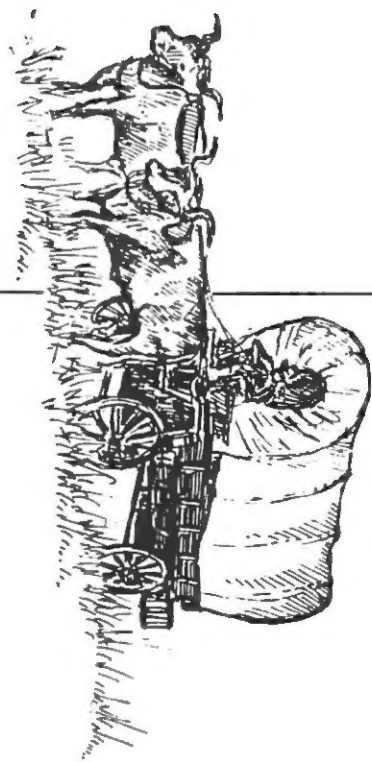
Tribune Centennial Photo



Oxen Teams hauled the Vernal Granite

"Oftevs"-Christensen



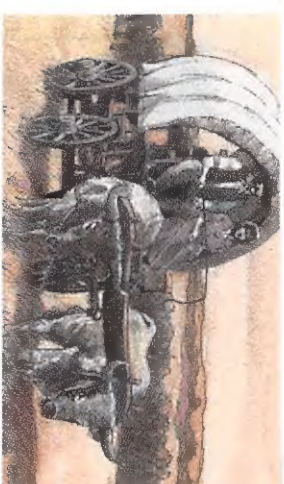


Crowds along Main Street
watch the Days of '47 Parade
go by, above. Entrants
dressed as pioneers, left,
get a different look at the
parade from an old wagon
from Pioneer Trail State Park.



726-90

Picture of
Open Planning



**In 1840, pioneers came to Nebraska
for the wide-open spaces.**

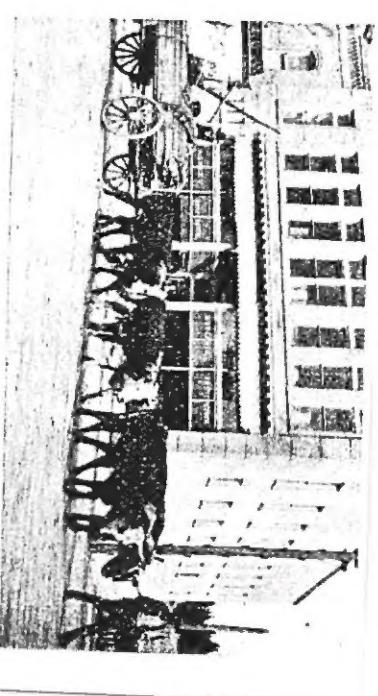


FIGURE 129—Typical scenes of early transportation in Utah.

First in the West:

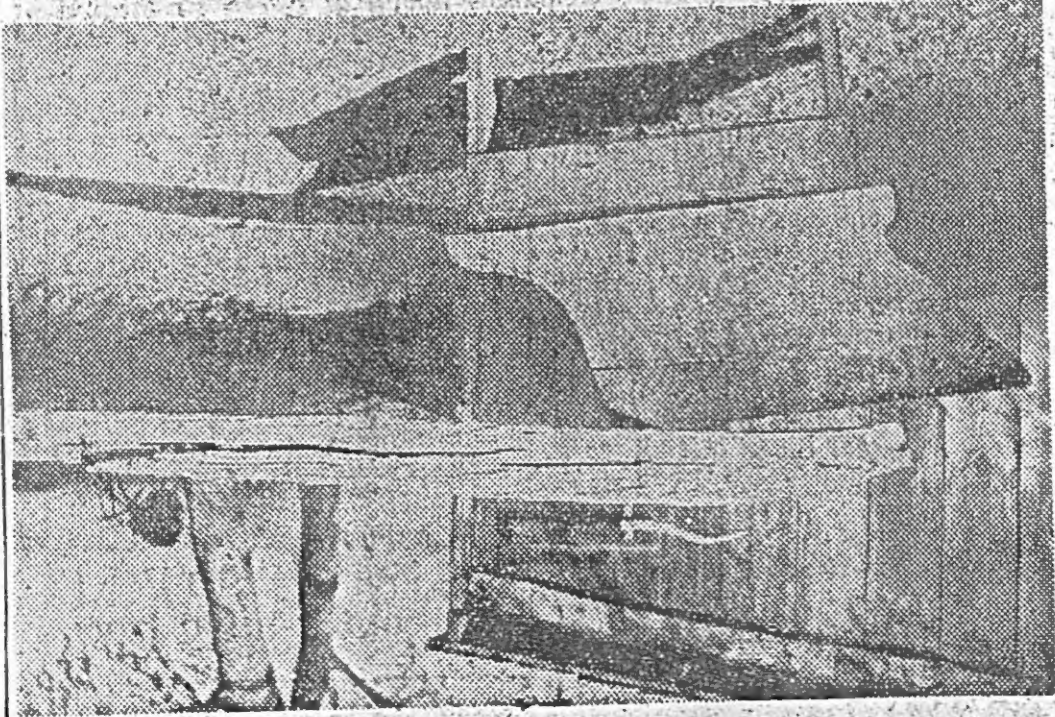
History of First Utah Plow Told

(Submitted by
Clara B. Richards)

It takes a strong team of horses to pull a plow that will throw a 28-inch furrow, yet some of the first Utah-made plows did throw a furrow that deep. However, they were usually pulled by three or more yoke of oxen. Accompanying this article is a picture of one of the first plows made in Utah, the metal

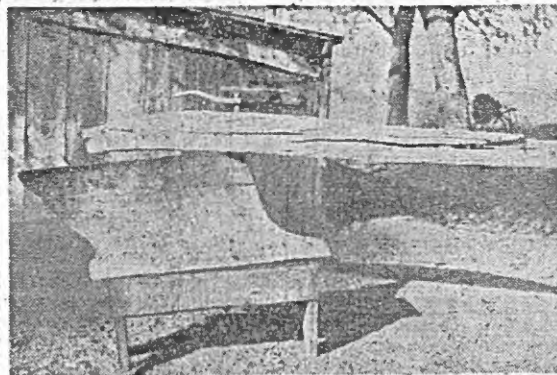
The Deseret News will pay \$2 for each "First in the West" accepted for publication. All photographs and historical material will be returned to the contributor.

coming from the braces and tires of discarded equipment brought west by Johnston's Army. It was formed and beaten into shape by James Fickle in the blacksmith shop of James Gordon in Cottonwood on State St. Mr. Fickle was aided by Samuel



WAR IMPLEMENTS INTO PLOW SHARES—From discarded tires and braces on Army equipment abandoned by the Johnston Army, many of Utah's early plows were made. They were very important to an agricultural people depending upon the deep ditches for irrigation and plowed ground for planting. The above plow was one made from Johnston Army tires and braces.

Mon 21 Mar 19



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The early pioneers made good use of all available material, and since the iron was necessary in manufacturing a plow, abandoned wagons, etc., were readily used supplies.

The beam of this plow was reputedly made from Big Cottonwood Canyon mahogany by James Carruth.

This plow was used and owned by Archibald Gardner, famous pioneer mill builder, who had directed the construction of 36 mills before his death. It was very likely used in the making of irrigation ditches in Sugar House, Mill Creek, Cottonwood, Union, Sandy and of a certainty was used in the West Jordan district.

The plow is now on display just west of the West Jordan flour mill on the Bingham Highway. It is owned by the Gardner camp of the Daughters of Utah Pioneers.

It is easily understood why the early pioneers broke many a plow in the soil of the Salt Lake Valley if every plow threw as deep a furrow and soil was as hard as the proverbial rocks surrounding the valley.

PIONEER ERA

Oxen Lugged Home Bacon

Before the days of super markets, home deliveries and the like, going to market was something of a task. Facilities were not bad in the cities and towns, as progressive merchants endeavored to make it as easy as possible.

In this old-time picture you get an eyeful of the pause that refreshes, as it was practiced some 70 or more years ago. The scene was laid in an early-day trading center and the buildings in the background were the heart of it.

The picture was taken in front of the Coalville Co-op. This outfit had come to town from Upton to pick up supplies. You couldn't drive oxen like you do automobiles. Travel in this fashion was what you might call leisurely.

It took one day going and one day coming, about 10 miles a day. Of course, the oxen browsed along the way; time didn't matter much anyway in those days. The owner of the ox team is William Boyer. The team was known as Spot and Lion. Mrs. Boyer and the three children, John R., Margaret Jane and William B., went along for the ride. The photograph belongs to Mrs. Annie M. Perry, 1026 Wood ave.



Tribune Centennial Photo.